

REMARKS/ARGUMENTS

Favorable reconsideration of this application in view of the above amendments and following remarks is respectfully requested.

Claims 1-24 and 27-51 are pending in this application. Claims 28-51 are withdrawn from consideration. By this amendment, Claims 1 and 20 are amended; and no claims are canceled or added herewith. It is respectfully submitted that no new matter is added by this amendment.

In the outstanding Office Action, Claims 1-24 and 27 were rejected under 35 U.S.C. § 112, second paragraph.

With respect to the rejection under 35 U.S.C. § 112, second paragraph, Claims 1 and 20 are amended by the present amendment to clarify the features recited therein. In particular, the control of adding a pressure corresponding to the road surface input to a lowered minimum value of the pressure, as recited in the last paragraph of Claim 1, is carried out in case the prerequisite condition becomes unsatisfactory in the process of lowering the pressure, that is, only in case the answer of Step S2 in Fig. 2 is NO. Meanwhile, the control of lowering the pressure by the preset value as shown in Fig. 3 is stopped in case the control is interrupted due to dissatisfaction of the prerequisite condition, or in case of a slip occurs and the control of detecting the slip starting pressure is therefore completed.

In an example of the invention discussed with respect to Fig. 2, if the prerequisite control condition becomes unsatisfactory in the procedure for restoring the clamping pressure or for lowering the clamping pressure by the preset value, the answer of Step S2 is NO. In this case, the clamping pressure corresponding to the input torque is determined according to the control progress state, and the map value is changed (Step S12). For example, in the procedure after the control start to the instant after the command to lower the clamping pressure has been outputted, the state of the belt slip or just before the macro slip is not

detected, and the lowest value of the clamping pressure in that procedure is an actual oil pressure P3 (see Fig. 3) achieved. Therefore, the clamping pressure, i.e., the sum of the actual oil pressure P3 and the oil pressure corresponding to the road surface input is determined as the pressure according to the progress of the control. The actual oil pressure P3 may be either the oil pressure detected by the oil pressure sensor or the preset pressure achieved by the command to lower the preset value. In short, the lowest pressure with no slip, as detected in the procedure of the control, is reflected on the clamping pressure so that the clamping pressure can be as low as possible within a range of no slip.

In accordance with the features of the claimed invention, if no slip is detected in case the clamping pressure is lowered by a preset value, the clamping pressure is restored. As such, it is possible to prevent the situation, in which the clamping pressure excessively lowers or in which the macro slip is accordingly caused. In case the prerequisite control condition becomes unsatisfactory to stop the control in the procedure to detecting the slip starting pressure, on the other hand, the clamping pressure is lowered on the basis of the lowest value, which has been obtained till then for no slip. Therefore, the clamping pressure can be lowered without any useless control, that is, by making effective use of the data obtained in the control procedure. Considering the time difference between the occurrence and the detection of the actual slip, the pressure at a preset instant before the instant, at which the slip is detected, is employed the clamping pressure at the slip starting instant, so that the clamping pressure can be precisely set with reference to the slip limit pressure.

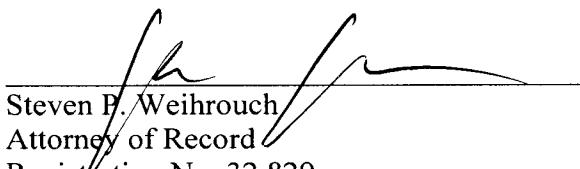
Please see the discussion in the present specification from line 16 of page 19 to the line 10 of page 20, and from line 19 of page 23 to the line 8 of page 24. Accordingly, withdrawal of the rejection under 35 U.S.C. § 112 is respectfully requested.

Consequently, for the reasons discussed in detail above, no further issues are believed to be outstanding in the present application, and the present application is believed to be in condition for formal allowance. Therefore, a Notice of Allowance is earnestly solicited.

Should the Examiner deem that any further action is necessary to place this application in even better form for allowance, the Examiner is encouraged to contact the undersigned representative at the below listed telephone number.

Respectfully submitted,

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